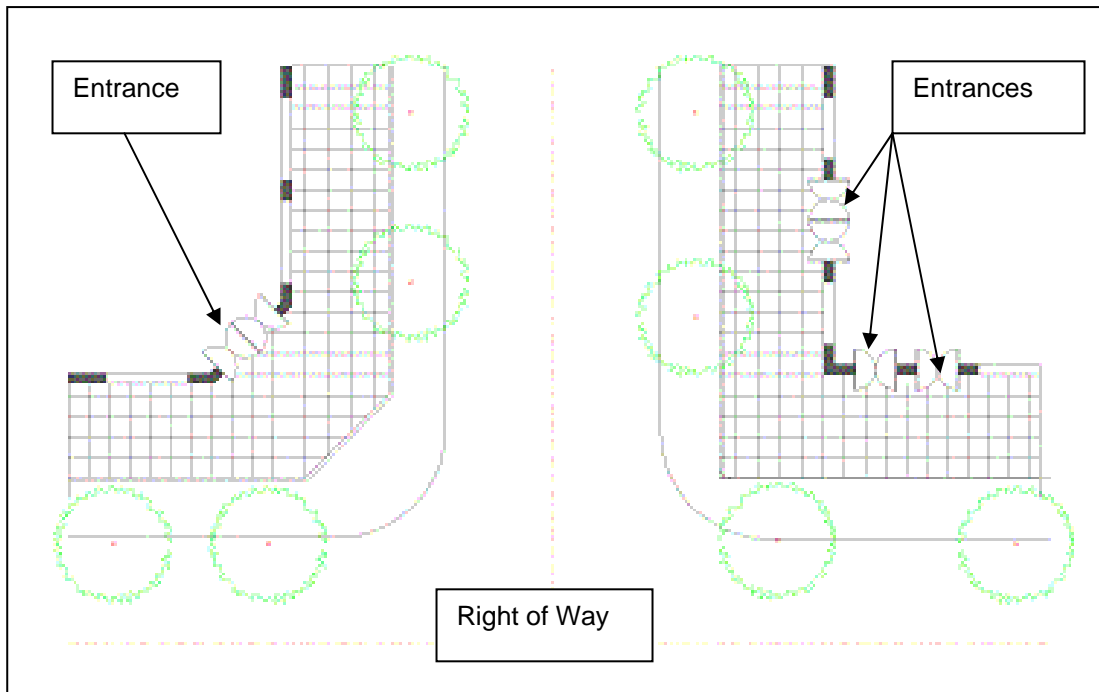


5.5.1 Traditional Form District Design Standards

A. General Site Design Standards (Downtown Form District excluded)

1. Building Location and Orientation

- a. Principal building entrances shall face the primary street serving the development or shall be oriented toward a focal point such as a landscaped public square, plaza or similar formal public open space. All structures that are located along the primary street serving the development shall also have doors or windows facing the primary street (see b. Below for lots with more than one street frontage). Principal buildings shall be parallel to the primary street. If the prevalent (more than 50%) orientation of buildings on the block is at an angle to the street, the new building's orientation shall be the same as other buildings. The walls of buildings on corners should be parallel to the streets.
- b. Retail and office uses within buildings facing two or more streets shall have at least one customer entrance facing the primary street and one customer entrance facing the second street or instead of two entrances, a corner entrance.



2. Corner Lots. On corner lots, the building shall be constructed at the right-of-way line along both of the streets. Lots with more than one street corner shall build to the corner that contains frontage on the primary street. Additional buildings on the multi-corner lot shall be built to the secondary corner. The intersection of a street with an alley shall not be considered a street corner.
Exceptions: 1) if a principal building or tenant entrance is at the corner, the angular façade containing the entrance may be recessed a maximum of 15 feet from the intersection of the two right-of-ways lines; 2) if the sidewalk abutting the corner property is less than the sidewalk width required by the applicable form district, the building may set back to permit the construction of the required sidewalk.
3. Parking Location:
 - a. Parking Location and Design. Parking lots shall not be permitted in front of buildings and shall be located and designed to reduce or eliminate visual or operational impacts to surrounding properties. Parking lots at or within the maximum setback shall not be closer to the right-of-way line than the principal structure(s). Side parking that exceeds 40 percent of the total linear lot frontage adjacent to right-of-way shall provide a minimum 3 foot masonry, stone or concrete wall that makes reference to a similar design within the surrounding area extending from the principal structure across the front of the parking area. Surface parking lots with no principal structure(s) shall provide the 3 foot wall as described above. EXCEPTION: Industrial uses are exempt from the 3 foot wall requirement as described above.
 - b. Parking Lot Design. Where an alley exists, vehicular and parking access to the site shall include alley access.
 - c. Parking decks. Surface or structure parking shall not be located between the public right-of-way and building facades. Parking decks that are visible from a public street shall be consistent with the design and materials of the principal structure.
 - d. Connections between Parking Lots – Vehicular and pedestrian connections between parking lots of abutting developments are required in order to reduce traffic on main thoroughfares and to allow customers to visit multiple establishments without moving their vehicles. (Note: Not required for TWFD)
4. Loading and Refuse Collection Areas:
 - a. Loading Areas. Off-street loading and refuse collection areas shall be located and screened so as not to be visible from adjacent public streets and from residential uses.

Connections from public right-of-way through parking areas shall be provided in accordance with Chapter 5, Part 9 Transit and Connections

- b. Front loading docks (on the primary facade) are not permitted. On-street loading areas are discouraged unless rear or side loading areas are not possible due to site constraints.
- 5. All attached and detached canopies for gas stations, banks and other similar uses shall not be between the associated principal structure and the public street. There shall be no drive lanes between the principal structure(s) located between the maximum setback and the public street. Detached and attached canopies for fueling stations and banks shall not be closer to the public street than the structures located between the maximum setback and the public street.
- 6. Secondary Structures. Separate, secondary structures (includes but not limited to, freestanding canopies over gas pumps, cashier booths, bank drive-throughs and car washes) shall have the same architectural details, design elements, building materials, and roof design as the primary structures.

B. Downtown Form District

- 1. Parking and loading standards have been established for the Downtown Form District to manage the supply of off-street parking to improve mobility, promote the use of alternative modes of transportation, support existing and new economic development, maintain air quality, and enhance the urban form of the District. Parking shall be furnished in conformance with **Chapter 9 Part 1** (Motor Vehicle Parking and Loading Standards), except as provided in this subsection.

a. Surface Parking

- i. Surface parking lots shall be prohibited along the Main Street and Fourth Street rights-of-way.
- ii. Surface parking shall be located completely behind all principal structures and shall be accessed at the rear of the property via an alley. When alley access is not possible, the Director of Works shall determine access.
- iii. Landscape screening and tree canopy requirements for surface parking areas shall conform to **Chapter 10** of these regulations with the exception that tree canopy requirements shall be provided for any new surface parking area or any existing surface parking area when 25% or more of the lot is resurfaced.
- iv. Surface parking lighting shall conform to **Chapter 4 Part 1**, Lighting Standards.

b. Parking Structures

Parking should have the same qualities and characteristics as any other downtown development, relating strongly to nearby buildings and should be designed to promote comfort and safety for pedestrians on the street and the sidewalk.

- i. Parking structures shall adhere to all building location and design standards set forth in **Section 5.2.1** and **Section 5.6.2** of these regulations.
- ii. Ramped floors shall not be visible from the street.
- iii. At least 50 percent of the first floor street facade must be developed for Retail or Office uses. Areas designed to accommodate these uses may be developed at the time of construction, or may be designed for later conversion to such uses.
- iv. Garage entries and exits for both pedestrians and vehicles shall be clearly marked by materials, lighting, signage, etc., to ensure pedestrian safety.

NOTE: *The parking lot design standards apply to lots constructed after the effective date of the LDC. Retrofitting of existing facilities is not required.*

5.5.2 Suburban Form District Design Standards

A. Building Location and Orientation

1. Principal buildings and building entrances on a site shall have entrances and glazing, display windows or windows affording views into the business which face the abutting public street serving the development. In the alternative, principal buildings and entrances shall be oriented toward a focal point. Structures located at a street corner may have a single entrance, located at the corner of the building. Buildings with frontage on two streets shall have consistent building design and materials on each façade. Internally oriented structures closest to the public street(s) serving the development shall also have doors or windows facing the street.

B. Parking and Loading Design and Location

1. Parking Lot Configuration
 - a. Connections between Parking Lots – Vehicular and pedestrian connections between parking lots of abutting developments are required in order to reduce traffic on main thoroughfares and to allow customers to visit multiple establishments without moving their vehicles. (Note: Not required for SWFD and CFD)
2. Loading Areas – Off-street loading and refuse collection areas shall be located and screened so as not to be visible from adjacent public streets and residential uses. Screening may be accomplished through use of a fence with landscaping that at maturity will equal the height of the fence, or a wall constructed of the same building materials as the principal structure.

C. Suburban Form District Specific Design Standards

1. Suburban Workplace Form District

- a. Loading Areas – Loading areas shall not be located in the required front or street side setback.
- 2. Campus Form District
 - a. Parking Lot Location – Parking shall not be located in the required front, side or rear setbacks. No more than 50% of the required parking spaces shall be located between a building and the abutting primary street or private access easement that provides the principal means of access to parcels in major subdivisions.
 - b. Loading docks are not permitted on primary façades.

5.5.3 Mixed Use Development (not applicable within DFD and NFD)

- A. Up to 25 percent of any non-residential development site may be allocated to residential development without any corresponding decrease in the maximum allowable square footage or intensity of non-residential uses allowed by the underlying zoning district. Calculation of permissible residential density shall be based on the net site area, regardless of the amount of non-residential floor area constructed on the site. Upper story office and residential uses shall be excluded from the calculation of a site's permissible floor area in the following circumstances.
 - 1. Up to three stories (not to exceed maximum height within form district) of residential use, when located above first floor office or commercial use.
 - 2. Up to two stories (not to exceed maximum height of form district) of office use, when located above office or commercial use.

5.5.4 Form District Specific Compatibility Standards

- A. Town Center Form District Specific Compatibility Standards
 - 1. Building design may be used to ensure a compatible transition between uses (e.g., location of principal structures, garages, parking areas, alleys, or similar features may provide a buffer between residences and adjacent areas).
 - 2. Perimeter masonry walls or a combination of masonry wall and landscaping between residential uses and more intense uses may be substituted for the required property perimeter buffer yard to promote a more compact pattern of development.
- B. Suburban Workplace Form District Compatibility Standards
 - 1. Industrial uses, including structures, loading and truck parking areas, and outdoor storage located within 200 feet of and having a common lot line with residentially used or zoned parcels shall

include a 50 foot landscape buffer area with a 6 foot berm and canopy trees as required by Chapter 10, Part 2.

C. Traditional Marketplace Corridor Form District Compatibility Standards

1. Fences or walls (minimum 80% opacity) may be substituted for the required property perimeter buffer yard to promote a more compact pattern of development. Tree planting as specified in Chapter 10, Part 2 is still required for sites using fences or walls in lieu of a perimeter buffer yard. Such fences or walls shall be six feet in height and constructed of durable materials compatible with the visual character of the surrounding area. The Planning Director shall determine acceptable wall and fence materials.
2. Development within the TMCFD shall be designed to incorporate enhanced protection and noise reduction measures next to residential uses.

Examples of measures to enhance compatibility with residential uses include, but are not limited to:

- Location of obtrusive uses such as truck access and loading areas and outdoor trash areas away from residential uses
- Use of a rear alley to separate rear parking lots and adjacent residential lots
- Screening of mechanical equipment
- Enhanced lighting controls

Controls on the location of outdoor use areas (e.g., vending areas, garden display areas, etc.)

D. Traditional Neighborhood Form District Compatibility Standards

1. Non-residential and mixed-use development shall be designed to incorporate enhanced buffer protection and noise reduction measures next to residential uses. Examples of additional buffers and noise reduction measures include:
 - a. Location of obtrusive uses such as truck access, loading and outdoor trash areas away from residential uses.
 - b. Location of outdoor use areas and vending areas away from residential uses.

5.5.5 Accessory Structure Standards

A. Standards for Accessory Structures (other than accessory structures to single-family residential development)

1. Accessory structures (e.g. dumpsters, storage buildings, HVAC equipment, fast food ordering stations/menu boards and similar uses) shall not be constructed or permitted within any required setback/yard. These structures shall be subordinate in size to the principal structure, shall not be visible from the public street, and

shall be screened from adjacent residential areas by fencing or walls. When accessory structures are adjacent to residential uses, the accessory structure shall not exceed the scale of the adjacent residential structure(s). Open unenclosed seating, decks or other similar types of areas are permitted to encroach within the required front setback/yard, provided that minimum landscape buffer areas are provided per **Chapter 10 Part 2**.

2. Setback from Alley or Rear Property Line – The setback shall be the same as for the required landscape buffer area or transition setback/yard if applicable, whichever is greater.

B. Form District Specific Requirements

1. Downtown Form District – Accessory structures/screens shall be designed and constructed of the same materials as the primary structure. Accessory structures shall only be permitted at the rear of a principal structure